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1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
8.00 p.m. to 9.00 p.m. ... Every 10 minutes
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1.00 p.m. to 5.00 p.m. ... Every 15 minutes
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6.00 p.m. to 7.00 p.m. ... Every 15 minutes
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DEATH.

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ECNGONG OFFICE: 104, DES VEXE ROAD, C.
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The Daily Press.

HONGKONG, FEBRUARY 18TH, 1907.

The telegram from our Singapore correspondent, which has received the earliest publicity we could give it in this morning's issue, might conceivably be misunderstood anywhere else than in Hongkong, where the history of the Hon. Mr. F. H. May's preference to the Ceylon Lieutenant Governorship has been an open secret from its commencement. That the appointment which we reported some time ago should now be cancelled affords no matter for local surprise, for it has been thoroughly well understood that high personages concerned with the best interests of Hongkong have been earnestly endeavouring to persuade Mr. MAY to remain, and the authorities to permit him to do so. The Hon. Mr. F. H. MAY is the only official who can be said to be practically conversant with all local conditions, and with every detail and ramification of local government. His experience of so many departments, to all of which he in turn devoted thorough and painstaking attention, has made him too valuable a servant to be lightly parted with, and it is openly hinted that His Excellency the Governor was anxious to retain him as "right hand man." The rumour of Sir MATTHEW NATHAN's possible early retirement is not believed, since the development

of the railway scheme alone enchains his personal interest and enthusiasm, and there is fortunately now no indication that His Excellency's health will not permit him the gratification of staying for the completion of the important undertaking of which he has been so remarkably identified. That he himself, like the able lieutenant whose services he is now permitted to retain, has been long marked for preferment cannot be doubted, and when he leaves Hongkong for greater dignities and emoluments, it is more than probable that the Hon. Mr. F. H. MAY will be invited to accept the substantive appointment which he has twice so successfully filled in the capacity of *locum tenens*. It is, however, not altogether due to this possibility and natural ambition that the Hon. Mr. F. H. MAY has decided to abide with the Colony for whose development he has done so much, and whose interests have at all times received from him such uniquely expert consideration. We have reason to believe that from the beginning, when the change was first suggested, the Hon. Mr. MAY found himself unable to contemplate the removal with whole-hearted satisfaction, and that he entertained hopes even then that a way would be found which would enable him to run sentiment and self-interest in double harness. To those who have no personal knowledge of the gentleman, his race would be sufficient to suggest the capacity for attachment to scenes which have witnessed so many of his official and social triumphs. Be that as it may, it is stated confidently by those who know him that he was not difficult to persuade, and there is a general feeling of public satisfaction that a quarter-of-a-century's relationship is not yet in danger of rupture. If there are any slack subordinates left in the service, it is possible that one or two of these may feel a momentary pang at the latest news, for it is notorious that Mr. MAY's argu-eyes and general "savvy" penetrates to the farthest corners of local bureaucracy.

With regard to the new appointment of Mr. HUGH CLIFFORD, to the high office relinquished by Mr. MAY, it is pleasant to reflect that the authorities have discovered almost as good a man. Six years younger than Mr. MAY, he has yet had a great deal of valuable experience on similar lines, and for almost as lengthy a period. He joined the Malay States Civil Service in the same year that Mr. MAY reached Hongkong, and held many posts, mostly at Pahang. He was nominated by the Colonial Office as Governor of North Borneo and Labuan, under the Chartered Company, in 1900, but, as a significant and creditable line in *Who's Who* states, he "resigned owing to disapproval of Company's methods." He has since, as Colonial Secretary at Trinidad, been Officer Administering the Government. Like Mr. MAY, he is a C.M.G., and a literary man.

The Police Court will sit at 8 o'clock in the morning instead of 9-45 during the Race Meeting.

The Sanitary Board will meet to-day, as the Races make it inadvisable to hold the fortnightly meeting on Tuesday.

It is notified that the chequered buoy marking the extreme western limit of man-of-war anchorage, Victoria Harbour, has been removed and will not be replaced without further notice.

It is notified in the *Gazette* that henceforth any merchant ship lying in the harbour and requiring urgent medical assistance shall hoist where it can best be seen the Commercial M Flag with Commercial Code Pennant below.

Mr. Arthur Spencer Garfit has been appointed secretary of the Institute of London Underwriters, in the place of Mr. C. H. Stanley, resigned through ill-health. Mr. Garfit was London underwriter of the China Traders' Insurance Company, which was recently taken over by the Union of Canton.

It is notified in the *Gazette* that T. P. Connolly, senior inspector, Sanitary Department, has been suspended from the exercise of his office for corrupt practices with effect from the 12th inst., pending the decision of the Secretary of State for the Colonies regarding his dismissal from the Government Service.

During January the mean temperature was 64° which is under the mean for that month for the last twenty years, the figures being 64.3. On the other hand there were 195.8 hours of sun, which is considerably above the mean for the two decades, 140.7. The rainfall was 3.44 inches, compared with 1.32, the mean for the last twenty years.

A telegram from Viscount Hayashi, the Japanese Minister for Foreign Affairs, to Mr. Numa, the Japanese Consul-General at Ottawa, states that the visit of the Japanese training squadron to the Pacific Coast has been indefinitely postponed. The reason assigned is the condition of affairs now existing in the United States. The announcement of the postponement of the visit has been received with great regret in British Columbia, where an elaborate programme of entertainment was being prepared.

The death of Miss Isabella Henderson, the only daughter of Mrs. J. Henderson, of "Glendora", Macdonnell road, which was announced on Saturday, came as a painful shock to her many friends and evoked general sympathy with the bereaved family. Miss Henderson, who was but twenty-four years of age, died at the Peak Hospital after a few days' illness from peritonitis. The funeral on Saturday was largely attended and the numerous floral tributes at the grave side bore about testimony to the grief and sympathy of a widespread circle of friends.

The *Gazette* contains a warning to natives of India against emigrating to Canada. "The winter climate of the interior of Canada is such that Indians, with their style of living, cannot work there during the season and are therefore restricted for winter employment to the coast where there is not a sufficient field for those already there. In any case the work for which they are required is, if obtainable, rough and hard and not of a character with which they are familiar or for which they are physically fitted. Large number of Indian immigrants have already become destitute, and it is useless for any more Indians to seek employment in Canada."

The *Globe* conveys the following story of the Soap war from a contemporary:— "News in regard to the soap trust was cabled to Australia in the following form: 'Grocers Boycott Trust Soaps Combination lost £1,500,000.' One evening paper covered itself with glory by thus displaying the news: 'GROCERS BOYCOTT CAUSES GREAT LOSS TO SOAP COMBINE.'"

London, Monday.—Owing to the action of a grocer's boy named Cott, the Soap Trust combination have lost £1,500,000 sterling.

Not long ago the Kaiser is reported to have expressed his dissatisfaction, after lunch at an officers' mess, with the extravagance with which he had been entertained, and especially at the appearance on the table of French champagne, which pays a high duty, and is consequently very expensive. It is now announced that his Majesty has made it known, through his Military Cabinet, that it is his wish that even his officers' mess shall consist only of soup, fish, joint, and cheese. As a beverage simple red or white table wine, with a glass of German sparkling wine with the joint, is proposed. Liqueurs are pronounced by the Emperor to be superfluous, and it is his wish that no alcoholic drink of any kind should be handed round after the repast.

THE A.D.C.

"FACING THE MUSIC."

Saturday night's audience at the second representation of the comedy, "Facing the Music," was satisfactory as to strength, and it was also more than appreciative—it was delighted. The piece is of a kind to be thoroughly enjoyed by Hongkong audiences, about as funny as "Charlie's Aunt," and of somewhat similar scope. The fact that one scene suffices for all three acts doubtless enabled those who mounted it to achieve the excellent result they did. Without being overdone or cumbersome, the set was most effective, and in no case was there any necessity to depend on imagination for what went on. The doors were down, not shaking imitations of canvas, and the window, hall, and external glimpses were most realistic. Even the unseen haunts that trotted up and away again were absolutely convincing, and in one auditor at least provoked symptoms of homesickness. We do not propose to discuss the individual performers again. The task is too difficult, and would merely lead to a fresh series of superlatives. They were all uniformly super-excellent, and the only thing left to say is that the attentive auditor positively forgot they were actors. The prompter was, or might safely have been, away on his holidays, and the "business" was as expert and perfect as the speeches. By any standard of comparison, we cannot point to a greater triumph on the local stage than was this particular performance, and we cannot think it possible that the most capacious person who attends to-night will have any chance of expressing honest disappointment—unless it be with the temperature of the theatre. The most sensible costume for the dress circle on Saturday night would have been "an Nansen on Peary."

SYNDICAT DU YUNNAN (LIMITED).

The report of the Yunnan Syndicate for the two years ended September 30th, 1906, states that the directors, who have had under consideration for some time past the question of the extensive tin deposits situated in the southern portion of the territories allocated to the syndicate under its concession, despatched to the province of Yunnan a representative to report upon the position of affairs, both as regards the mining and the commercial aspect of the industry. During his stay in the province, a trial shipment of tin was made, the sale of which in London resulted in a satisfactory profit. The syndicate is engaged in forming a new French company, the Société d'Exploitation de Ling Ngan, to which it will transfer all its rights in the department of Ling Ngan for £27,000 payable as to £26,000 in cash and £1,000 in fully-paid shares. Other parties owning a one-fourth interest in the concession participate to that extent in the vendors' consideration. The capital of the new company will be £27,000, of which £10,000 will be reserved for working capital. The Tonkin-Yunnan-fou Railway is being pushed forward as rapidly as possible, and the line is open for traffic as far as Lao-Kay, a station on the Yunnan frontier. The balance-sheet includes among the assets disbursements on account of a syndicate to be formed (conceivable) £237; preliminary expenses, £143; expenditure on leased railways, £2,389; and concession obtained in the province of Yunnan, £27,185. The auditors point out that they are informed that it is not practicable to prepare a profit and loss account as provided by the articles of association."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

HON. MR. F. H. MAY.

ABIDES WITH HONGKONG.

SINGAPORE, February 16th.

The *Ceylon Observer* has announced, semi-authoritatively, that the appointment of the Hon. Mr. F. H. May as Lieutenant-Governor of Ceylon has been cancelled, and that the position has been conferred upon Mr. Hugh Clifford.

[Vide to-day's "leader," for comments.]

OBITUARY.

London, February 17th.

The death of Vice-Admiral Hamilton and of Clementine of Saxo-Coburg is announced.

THE EPIDEMIC.

London, February 17th.

The continued and serious spread of the epidemic popularly called "spotted fever" is causing something like a panic.

INTERNATIONAL FOOTBALL.

London, February 17th.

England has beaten Ireland by a goal to nothing.

[REUTER'S SERVICE.]

COLLISION OF BRITISH BATTLE-SHIPS.

London, February 14th.

The battleships "Albion" and "Commonwealth" collided on the night of the 11th inst., while proceeding at the rate of 12 knots. Both ships have gone to Gibraltar for repairs. No one was injured.

RUSSIA.

London, February 14th.

The elections in Russia leave scarcely any doubt that the opposition will have a substantial majority in the Duma.

THE SUFFRAGETTES.

London, February 14th.

Eight hundred Suffragettes have twice attacked the Commons, and the conflict with the police lasted nearly six hours. 25 were arrested, including French's sister and Mrs. Despard. Those arrested allege that they were treated in the most brutal manner by the police.

THE UNITED STATES.

London, February 14th.

The amendment to the Immigration Bill empowers the President to refuse to admit foreigners to the United States on passports to any country other than the United States or her insular possessions, or the canal zone, when the President is satisfied that the passports are being used to the detriment of American labour.

GREAT BRITAIN AND JAPAN.

London, February 14th.

The *Times* says that the visit of Prince Fushimi to England will give a welcome opportunity to all classes in Great Britain of proving that the sentiments of the whole nation towards Japan are unaltered.

GENERAL KUROPATKIN'S HISTORY OF THE WAR.

London, February 14th.

Reuter's Telegram Company, Limited, has published full extracts from General Kuropatkin's history of the Russo-Japanese war, which history was confiscated immediately it appeared in print. It is a dismal retrospect of muddle, disorganisation, and unpreparedness. Again and again the Generals flatly disobeyed orders, notably General Bilderling and Kaulbars, whom General Kuropatkin holds responsible for the Shimo and Mukden disasters respectively. The troops are described as lacking in warlike spirit, inexperienced, and in some cases untrustworthy. The disastrous disensions and the jealousy among the high officers, and their early contempt for the enemy, changed later to an overestimate of the Japanese. Instances are given of many officers leaving the firing line on the most flimsy pretexts. Yet it was asserted that in spite of everything, the Russian army, when peace was signed, was keen and efficient and schooled to war, and that Russia, thanks to the development of her armies, had gained the right to victory, but that owing to political troubles at home,

and the indifference of the nation to war, the morale to carry off victory was lacking.

THE DUTY ON OPIUM.

London, February 15th.

Mr. Morley announces that China has increased the duty on native opium to 115 taels, which is above the duty charged on imported opium. His Majesty's government is considering proposals for a corresponding increase on the latter.

LABOUR IN QUEENSLAND.

London, February 15th.

Mr. Deakin, Minister of State for External Affairs, has authorized the importation of a thousand Italians into North Queensland for work in the sugar fields, in place of Kanakas.

NEWFOUNDLAND—THE MODUS VIVENDI.

London, February 15th.

The Newfoundland Assembly has adopted an address to Lord Elgin, protesting against the *modus vivendi* with the United States, in the strongest terms, and objecting to its renewal.

MURDEROUS ASSAULT.

A BAD HOUSEBOAT BOY.

At the Magistrate's court on Saturday before Mr. F. A. Haseldine the case of the houseboat *May* was charged by Mr. Pepper with assaulting him. It appeared that Mr. and Mrs. Pepper, who live on the *May*, employed two cowboys, to whom they paid good wages. On Tuesday the cowboys obtained three days' leave to celebrate the New Year, the second cowboy being left in charge. On Friday night the cowboy returned very much under the influence of liquor, and early in the morning he went up to Mr. Pepper and demanded his wages in full as he intended to leave. Mr. Pepper refused, telling him that a month's notice was necessary, and ordered the man to go to his quarters. Incensed by the refusal, the cowboy sprang at his employer and dug his long nails into his face and neck, causing the blood to flow. Mr. Pepper, acting in self defence, hit out, and in the struggle that ensued both fell to the deck. A chopper happened to be close at hand and this the Chinaman seized and was about to use on his prostrate master when Mrs. Pepper called to her husband to take care and at the same time screamed for help. Mr. Pepper succeeded in overpowering the cowboy and the screams having brought P. C. Barry, who was in the police pinnace in the typhoon anchorage at Causeway Bay, on the scene, the man retired aft and tried to appear as if he had taken no part in the disturbance. His worship bound defendant over in the sum of \$200 to be of good behaviour for twelve months.

THE BORNEO OIL FIELDS.

Statistical cables received by the Nederlandsch Indische Industrie en Handel Maatschappij (London Agency—Shell, Transport, and Trading Company) from the fields in Borneo for the years 1906 and 1905 show the following figures in tons:—

	1906.	1905.
Production of crude oil	333,431	421,895
Intake of refineries	335,172	347,635
Output of Refineries—		
Kerosene	111,633	145,739
Other products	193,372	168,061
Shipments—		
Kerosene	123,718	123,714
Other products	169,666	161,842
	31/12/06.	31/12/05.
Crude oil in stock above ground	12,370	46,649
Stocks awaiting shipment—		
Kerosene	19,040	31,237
Other products	26,840	24,852

Total stocks of crude and products ... 58,210 ... 102,538
During the fourth quarter of 1905 a large fountain was struck which abnormally increased production, and resulted in excessive stocks at the end of the year.

THE CULTIVATION OF MEDICINAL OPIUM IN INDIA.

A correspondent writes:—"It is a curious fact that although such enormous quantities of opium are produced in India we are almost entirely dependent upon Turkey for our supplies of medicinal opium. The Indian drug is not suitable for manufacturers of morphine, and it is not used in the manufacture of preparations in the British pharmacopoeia. The manufacturer prefers that variety of opium which contains the highest percentage of morphine, and as the Turkish variety contains from 12 to 18 per cent and the Indian only from 4 to 8 per cent, Turkish opium is almost invariably employed for the production of morphine. The area under poppy cultivation in India will become less and less each year, and it seems reasonable to suggest that for the production of opium for smoking purposes might to some extent be substituted the cultivation of poppies which will yield an opium efficiently rich in morphine for manufacturing purposes. Experiments have shown that the opium obtained from poppies grown in the hilly districts of the Himalaya yields twice as much morphine as the opium of poppies grown under present conditions; and there seems to be little reason why India should not compete with Turkey in the market for medicinal opium. The demand for morphine and codeine—the two chief principles of the drug—is increasing each year, and Smyrna and Constantinople practically hold the market for the raw material. Why should not India share this market? The Government might profitably establish experimental stations in India with a view to finding out (1) under what conditions of cultivation poppies yield opium richest in morphine, and (2) what method of collecting the opium ensures the highest percentage of morphine."

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-third ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall on Saturday at noon. Mr. A. Hanpt was in the chair and there were also present Hon. Mr. W. J. Gresson, Messrs. R. Showan, N. A. Sicks, E. Goets, G. H. Madhurst, G. Balloch, C. R. Lommans, D. M. Nissim, A. J. Raymond and H. E. Tomkins (directors), Mr. J. R. M. Smith (general manager) and Messrs. H. Humphreys, J. Orange, W. A. Criswick, A. G. Wood, A. G. Morris, J. J. Leira, W. H. T. Davis, G. C. C. Master, G. de Champeaux, J. M. Alves, H. Goedecker, D. D. Gasdar, F. B. Marshall, W. H. Potts, P. H. Potts, A. Findlay Smith, A. C. Hyman, R. R. Hynd, J. C. Peter, D. Forbes, C. W. May, C. Von der Heyd, J. Barton, W. H. Wickham, P. Layton, H. Percy Smith, Hon. Mr. E. A. Hewett, Dr. J. W. Noble, Captain Clarke, Messrs. Ho Fook, Cheung Pui-ki, Ho Kung-tong and others.

The GENERAL MANAGER read the notice calling the meeting, and then

The CHAIRMAN, after reading the report already published, said:—Gentlemen, Your directors have again the pleasure to lay before you a half yearly report which I am sure you will consider satisfactory. We are glad to be able to recommend a dividend of 21. 15/- and a bonus of 21 per share in addition. We also propose to add \$750,000 to the Silver Reserve Fund and to carry forward the balance of \$1,721,558.91. I hope you will approve of this distribution. Turning to the accounts our figures show comparatively little change. With the further rise in exchange it will be observed that the silver equivalents of our gold totals are again lower, but as these totals are taken into consideration in the working of the bank's commitments in gold and silver, the shrinkage in the silver equivalents does not affect, from a profit and loss point of view, the value at which they stand in our books. Apart from this there is very little change in either our gold or silver deposits. Our note circulation is higher, as usual with the approach of the Chinese New Year settlement, and Bills Payable also show an increase, to the extent of \$344,000. On the other side of the balance sheet our cash and bullion in hand and in transit are about \$11 lacs higher. Indian Government Rupee Paper is only changed in its silver equivalent, Consols, Colonial and other securities, are likewise affected by exchange; but also show a small reduction compared with last half year. Our holdings under this heading are liable to vary from time to time and it was considered advisable to realise some of the stocks in view of the condition of the home money markets to which I shall refer later. With regard to the Sterling Reserve Fund, it remains unchanged. As you are aware it was formed with the object of holding £1,000,000 in gold as a set-off against our silver capital of \$10,000,000 so that the bank might virtually have two capitals, one in silver and one in gold, and the Sterling Reserve with the investments held against it, were entered at the nominal exchange of 2/- on both sides of our balance sheet; the entries still appear in our accounts in that form. I may mention the present market value of the securities representing the £1,000,000 is £1,056,000. Exchange Banking in China during the past six months has not been without its difficulties. Silver ranged in price from 29 13/16 to 33 1/8, and stood at 32 5/16 on 31st December, as against 30 3/16 on 30th June. Its course was marked by extreme and rapidly recurring fluctuations making for instability in the value of money in England and the Continent took place in October, and was immediately followed by great stringency and high rates in India. The Bank of England rate remained at 6 per cent for the exceptionally long period of three months; on the 17th January, 1907, it was reduced to 5 per cent, but this high level is still maintained and very dear money also prevails in India. In China the reverse has been the case, money being exceptionally easy and plentiful, but business in this Colony suffered severely from the disastrous typhoon of the 18th September which brought in its train a deplorable loss of life and caused great damage to vessels and cargo in the harbour, and for a time seriously inconvenienced and disorganised our shipping upon which the welfare of Hongkong so largely depends. The course of exchange directly affects our trade and the price of money in financial centres affects commercial transactions generally. Locally, Chinese dealers overestimating the probable demand, contracted heavily during the year for yarn on a low silver basis, to find an already dull market further depressed by lower prices in India and the rise in exchange in China, with the result that many failed to meet their engagements and unsold stocks were largely increased. New dealers are coming into the market and we may hope they will be more careful than their predecessors in discounting the future of markets and exchange. Shanghai and the North are also carrying heavy stocks of yarn and piecegoods, but business there is principally done on a sterling basis and dealers have fortunately not committed themselves to any great extent to low exchange settlements. Cotton has also helped them by continuing a steady market, and goods on the spot cannot be replaced at the equivalent of local prices. Buyers appear to recognise this fact, and we are now able to record a greatly improved movement. Cargo is already going more freely to Manchuria, and there is good reason to expect that the opening of the ice bound ports next month will see a more active demand, considerably reducing stocks. Better trade in the North will no doubt be reflected here to some

YACHTING.

CORINTHIAN YACHT CLUB.

YACHTING.

CORINTHIAN YACHT CLUB.

The eighth club race was sailed yesterday. Shortly before the start there was a strong north westerly wind and the boats were starting round the line down to their comings. Just before gunfire however the wind fell away and the boats away from the starting line got hopelessly left.

In the handicap class Chanticleer crossed the line at gunfire but the other yachts were to leeward and drifted down the harbour. Ten minutes later Doreen got over, followed by Annie, Tremona being about 20 minutes later. Chanticleer retained her lead and in the light air worked her way towards the north fairway buoy. By this time she had secured a lead of about two minutes. The boats were becalmed off Stonemartens, Chanticleer rounding Treas about 10 minutes in front of the Annie, which had Doreen in her wake. Tremona was a long way behind. Reaching back for the north fairway buoy the wind freshened and Annie closed in on Chanticleer but could not catch her up before she got home. Chanticleer finishing by about four minutes from Annie, Doreen being third and Tremona fourth.

In the one-design class Thekla was first over the line, being followed five minutes later by Nina, Meta and Ariel. Joan, Fas, Asthore and Gael were hopelessly becalmed to leeward of the mark and had to anchor for over 21 minutes. Joan was the first of the bunch to get away and crossed 25 minutes after the start, Gael being a minute behind, with Asthore and Fas considerably astern. Thekla kept her advantage and won easily. The other boats had an exciting tussle, passing and repassing each other throughout the course. On the reach back to the north fairway buoy Nina passed Ariel and Meta and rounded the mark before the two. Running back to the mark boat saw the Meta in the gradually freshening breeze gradually overhauling Nina and by excellent teamwork ultimately secured the windward berth, getting home about nine seconds in front of Nina, who was third, Ariel being fourth. Gael, who started 25 minutes after the leaders, improved her position materially, and arrived about five minutes after the winners. Joan, Fas and Asthore, being so far behind, gave up.

The prospects of the Club are exceedingly bright. Other one-design yachts are under weigh, while there has been an accession in the shape of motor-boats.

MINING PROSPECTS IN SHANSL.

A correspondent of the *Shanghai Mercury* writes from Hung-tung, Shansli, on Jan. 21st:

(Sole Agents for LANGENBACH & SOHNE, WORMS-on-RHINE.)		
	1 doz. bottles	2 doz. bottles
SPARKLING MOSELLE		\$28.00
Do. HOCK		28.00
LAUBENHEIMER		
GRAACHER	\$13.00	15.00
NIEBESNER	14.00	18.00
HOCHHEIMER	15.00	17.00
LIEBFRAUNILCH	20.00	22.00
	24.00	26.00
CALIFORNIA RIESLING		
Do. HOCK	6.50	7.50
	6.50	7.50
10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.		
H. PRICE & CO..		
WINE AND SPIRIT MERCHANTS,		
12, QUEEN'S ROAD CENTRAL.		
TELEPHONE No. 135.		

an echo of the great religious revival that
 took place in England some two years ago
 under the influence of "Dr." Torrey and Mr. C.
 Alexander reached Hongkong last night,
 and it was no more than an echo. A large
 number of people sang the Glory Song and
 rejoiced at Mr. Alexander's jokes, and many
 were impressed by the religious sentiments
 that he uttered, but the results of the missionary
 meetings already referred to were conspicuous
 in their absence. True, there were several who
 came under the designation of "inquirers," but
 the mass of the meeting was only an epiphany,
 which was pleasant or unpleasant according to
 the taste of the individual. When it
 was announced that Mr. Alexander, who was
 passing through Hongkong on his way to
 Australia, was to speak and sing in the Theatre

Hongkong, 29th November, 1906.

This introduction he begins. You are informed that the Glory Song was sung in Chinese by the girls at the Orphanage in Kowloon, and you smile when Mr Alexander gravely informs you that an Englishman in Hongkong was heard whistling it. Then a lot of talk follows in which he decries his singing powers. "If I can sing it anybody can sing it," he says. "It" is the Glory Song, that haunting thing that displaced music-hall ditties at home and made people who never heard it wonder what it was all about. He meant to teach some of them that

score but lifted the ball too high.
Half-time: H.K.F.C., 1; F. Co. Midde-
sex, 0.
Even play was the order in the opening
stages of the second moiety, but bout
of excellent passing enabled the soldiers to attack.
They fought hard to break down the Club's
defence, but eventually the ball wd. behind
without damage being done. The job at-
tended Wislart to get away with the ball and
after a run across the field he passed to Williams
who was making towards an open goal which
was ruled off-side, a doubtful ruling in the
instance. Then a penalty was given against the
Club when play was hard by their net, it no
score was registered. The Club again assumed
the aggressive, Menall's smart dash along the
wing being the cause. The same playmate in
a good shot, but the keeper fisted out. Williams
followed up, but the kick was too high.
Shortly afterwards Menall again attempted to
get through, but the keeper was again too
smart. Weston's chance, however, was a fine one
of the match, but he missed the opportunity.
The soldiers then made a crash across to field,
but Belmont and Stevenson were checked in
their forward march by Humphreys, who sent
the leather brick to the centre, and Williams
accepting a pass was once more making for the
Middesex goal when a shout of off-side stayed
him. By his taking heed of this insult he
continuing until the whistle sounded
favourable opportunity was missed. The striking
play in which Weston then indulged, who he
should have speedily passed to his comrades
led the ball to the Club, and the soldiers per-
formed the attack. The forwards then played with
excellent combination and their brilliant
attempts to equalise were worthy of atten-
tion. Morrell and Auott, however, were un-
usually assisted by Humphreys, proved an
impassable barrier and when the whistle sounded
there was no change in the score.
Final: H.K.F.C., 1 goal; F. Co. Middle-
sex, 0.

POLO.

WEST KENTS CUP.

The final in the tournament for the West
Kent's Cup was played on Saturday afternoon
at Causeway Field between the Middlesex and
R.G.A. teams. The former won by two goals
to nil. Middlesex was represented by Captain
Darby, Mr. Large, Mr. Dixon and Lieut. Col.
Scott Moncrieff, while the R.G.A. was
represented by Mr. Moore, Mr. Guise, Captain
Buckham Thornhill, and Captain Seddon.

INTERFUT POLO.

A match will be played this afternoon at 4
between a team representing the Shantung and
representing Hongkong. The players will
be Shengshan, Mr. Zahn, Mr. Fearn, Mr. Dall
and Mr. J. Johnstone. Hongkong—Captain
Coleman, A.D.C., Mr. H. Large, (3rd Middle-
sex), Mr. C. H. Ross, and Captain Seddon.

R.A.

HOW TO BE BEAUTIFUL.—Keep your complexion
Mrs. Ellen's Gracie Charmant, Lotion
Charmant and Special Skin Tonic and Pore
Charmant will enable you to do so. It is
Specialties for the Skin are the study of
Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

That the Province of Shansi is rich in coal, iron, and other minerals, is well known to most of your readers.

The officials and people are becoming increasingly alive to the advantages of foreign methods of mining and the benefits of introducing foreign machinery.

Shansi thus promises to offer a large market for foreign machinery of all kinds, and it is of importance to those interested in the development of the Province that nothing be done to prevent the opening up of these mines. I would therefore suggest that those concerned in the mining and engineering industries take immediate steps to ascertain the terms of the Peking Syndicate Concessions in Shansi, and North Honan, and the claims of the Syndicate based upon these concessions.

In order to make the Province more developed, and also indicate the deliberate attempt that is being made to prevent the introduction of foreign machinery, I will quote two paragraphs from the Agent-General's recent letter to the Chinese Provincial Authorities. After stating that the Syndicate's claim to a full control of mining in the Province rests on the following facts:

"Whereas the Syndicate has no desire to stand upon the strict letter of its right, and is ready to concede to natives mining in the old way with native methods and native capital the privilege of working their mines, so long as they do not invade the Syndicate's concessions, or hamper the Syndicate's operations, or outside its jurisdiction with the Syndicate's outside districts."

"Finally the Agent-General hopes that their claims to sole mining rights will be recognised and that outside the permit areas apart from existing mines for the supply of purely local needs the opening of new mines and other parts of the Province and the introduction of native capital and foreign machinery will be prohibited." From the above extract it will be seen that they require—

1st.—That all existing native mines in the permit areas shall cease working.

2nd.—That all mines in other parts of the Province be only worked to supply purely local needs.

3rd.—That no new mines be opened.

4th.—That no foreign machinery be used in any native mines.

5th.—That natives shall not enter into competition with the Syndicate outside the permit areas. This practically gives and now increases the power of fixing prices and cost throughout the Province as well as in other parts.

The period of the concession covers 60 years, and during that time the natives cannot introduce any improvements in their mining methods. All hope therefore of developing mining outside the narrow limits of the permit areas's operations is made impossible during the lifetime of any such concession. For the sake of the Province it will be patent to all that the deliberate attempt is being made to prevent natives from developing their own mines, and the introducing of foreign machinery, and pressure is being brought to bear upon the Chinese Authorities to sanction the formation of a great Trust in Shansi for the formation of the Peking Syndicate to corner the whole industry of the Province, a great injury and injustice will thus be done, both to Chinese and foreigners alike.

There is a "black list" of habitual drunkards in Germany, as in England, and Herr Scheridneger as a native mine to be placed on it is now off on the following offence, issued by the Chief Constable of Hildesheim, in Germany:—

Fol. 13. No. 16,752. Henry Scheridneger, master furrier, having died May 22nd, 1896, warning against serving him with alcoholic liquors is now superfluous. For the present name is removed from the black list.

(Signed) DR. GEBELAN

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and should be accompanied by the full name and address of the advertiser. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lube's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the transaction of Public Business at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 19th, 20th and 21st instant respectively. Hongkong, 18th February, 1907. 400

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

I have This Day RESUMED CHARGE of the Company's business at this Branch. H. G. SIMMS, Agent. Hongkong, 16th February, 1907. 410

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 31st December, 1906, at the Rate of One Pound and Fifteen Shillings together with a Bonus of One Pound Sterling per Share of £135 is Payable on and after MONDAY, the Eighteenth day of February current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors. J. R. M. SMITH, Chief Manager. Hongkong, 16th February, 1907. 411

PUBLIC AUCTION.

THE Undersigned has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, On WEDNESDAY, the 20th February, 1907, at 10 A.M., at AN KING'S STREET, Wanchai, THE HULL AND MACHINERY OF No. 7 POLICE PINNACE. Terms:—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 18th February, 1907. 412

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FORSWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAIMUN." Captain A. J. Robson, will be despatched for the above Ports TO MORROW, the 19th inst., at 9 A.M. For Freight or Passage apply to DOUGLAS LARSEN & Co., General Managers. Hongkong, 16th February, 1907. 408

HONGKONG JOCKEY CLUB.

RACE MEETING, 1907.

TO-MORROW (TUESDAY), WEDNESDAY, THURSDAY AND SATURDAY (OFF-DAY).

19th, 20th, 21st and 22nd FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KNIGHT & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day \$2. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate. T. F. HOUGH, Clerk of the Course. Hongkong, 16th February, 1907. 402

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 19th, 20th, 21st and 22nd instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets. All Tickets must be produced to gain admission. Special accommodation will be reserved for Chinese Ladies and their Families at a tent in the Stand erected on the foot of Ground next to the Lusitan Club Stand. T. F. HOUGH, Clerk of the Course. Hongkong, 16th February, 1907. 413

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersigned. T. F. HOUGH, Clerk of the Course. Hongkong, 16th February, 1907. 404

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

From 1st JANUARY 1857 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE, THAT IS THE 3rd YEAR OF TUNG CHI TO THE 39th YEAR OF KWANG UI.

PRICE \$2 CASH.

On sale at the Hongkong "Daily Press" Office, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order. Hongkong, 3rd October, 1906. 1841

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 A.M. THIS DAY (MONDAY, 18th February, 1907), to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 13th February, 1907, both days inclusive. JARDINE, MATHESON & Co., General Managers. Hongkong, 18th February, 1907. 332

HONGKONG AND WILAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince's Street, on MONDAY, the 18th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive. By Order of the Board of Directors. THOS. I. ROSE, Secretary. Hongkong, 18th February, 1907. 332

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 11 A.M. on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906. The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive. By Order. JARDINE, MATHESON & Co., General Managers. Hongkong Fire Insurance Co., Ltd. Hongkong, 11th February, 1907. 335

THE CHINA FIRE INSURANCE CO. LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906. The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive. By Order. GEO. L. TOMLIN, Secretary. Hongkong, 8th February, 1907. 362

INTIMATIONS

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is This Day authorised to SIGN the name of our Firm. SHEWAN, TOMES & Co. Hongkong, 15th February, 1907. 400

NAVY CONTRACTS, 1907-8.

SEALED TENDERS in Duplicate, for the SUPPLY of the Undermentioned Stores for H.M. Naval Forces on the China Station, will be received by the DEPUTY VICTUALLING STORE OFFICER, H.M. NAVAL YARD, until NOON, on THURSDAY, the 25th February, 1907:—

FRESH BEEF AND VEGETABLES. FRESH MEAT. SOFT BREAD. RICE. SUGAR. CEYLON TEA. WATERPROOF CLOTHING. SUN HATS.

Forms of Tender and any necessary information may be obtained on application. The right to reject the lowest or any Tender is reserved. F. I. GELSTHORPE, Deputy Victualling Store Officer. H.M. Naval Yard, Hongkong, 25th January, 1907. 271

MAGISTRACY.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the MAGISTRACY, at 2.15 P.M. on TUESDAY, the 26th February, 1907, for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, viz.:—

To transfer from one R. MATTHEY to ERNEST GRAYVILLE JORDAN the publican's license to sell by retail intoxicating liquors on premises numbered 39-44, Ligon Road, Kowloon, under the sign of "THE OCCIDENTAL HOTEL." F. A. HAZELAND, Police Magistrate. Hongkong, 12th February, 1907. 401

CAPTAIN FRANK WARREN, ROYAL ARTILLERY.

NOTICE IS HEREBY GIVEN that all persons having Claims against the Estate of the late CAPTAIN FRANK WARREN, Royal Artillery, who died at Hongkong on the 13th inst., must send in their Claims by the 16th March, 1907, to the Undermentioned, after which date no claims can be considered. Lt. H. PARRY, Major, R.G.A., President of Committee of Adjustment. Hongkong, 15th February, 1907. 336

NOW ON SALE.

THE DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition \$10.00

Small \$6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

ENTERTAINMENT

THEATRE ROYAL.

FOR A SHORT SEASON ONLY. COMMENCING THURSDAY, FEB. 21st.

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22 Under the personal Direction of MAURICE E. BANDMANN will present the following latest London Successes.

Thursday, 21st Feb. RAFFLES (The Amateur Crackman). Friday, 22nd Feb. THE MAN FROM BLANKLEY. Saturday, 23rd Feb. NIBBS (all smiles). Monday, 24th Feb. HIS HOUSE IN ORDER. Tuesday, 25th Feb. CHARLEY'S AUNT. Wednesday, 26th Feb. LEAH KLESCHNA. Thursday, 27th Feb. THREE MUSKETEERS. Friday, 28th Feb. THE PROFESSOR'S LOVE STORY. Saturday, 29th Feb. THE SILVER KING. Monday, 30th Feb. THE SIGN OF THE CROSS. Tuesday, 31st Feb. THE ADMIRABLE CRICKETER. Wednesday, 1st Mar. ALL OF A SUDDEN PROVOY. Thursday, 2nd Mar. THE IDLER. Friday, 3rd Mar. EAST LYNNE. PRICES OF ADMISSION: \$3, \$2 and \$1. Plan now open at MOUTRIE & Co. Doors open 8.30 P.M. Commence at 9 P.M. Sharp. Hongkong, 9th February, 1907. 372

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FOUR-ROOMED HOUSES at Praya East, near East Point. Apply to—JARDINE, MATHESON & Co. Hongkong, 3rd January, 1907. 137

TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET: Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—TATA & Co. Hongkong, 24th December, 1905. 105

TO LET.

A HOUSE IN KNOTSFORD TERRACE KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1906. 92

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BANKS

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Anping, Fochow, Koolun, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tientsin, Hankow, Peking, Chifu, Port Arthur.

HONGKONG OFFICE: 3, DES VŒUX ROAD.

Interest allowed on Current Account Deposits received on terms which may be learned on application.

D. TOHDOW, Manager. Hongkong, 1st July, 1906. 2045

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China and the Philippines and the Republic of Panama.

CAPITAL AND SURPLUS: AUTHORIZED Gold \$10,000,000

CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

No. 2, Queen's Road, Central, Hongkong. CHAS. R. SCOTT, Manager. Hongkong, 1st January, 1907. 258

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

STERLING RESERVE \$10,000,000

SILVER RESERVE \$10,000,000

RESERVE LIABILITY OF PAID-UP \$10,000,000

COURT OF DIRECTORS:

G. H. MEDHURST, Esq.—Chairman.

Mon. W. J. GIBSON, Esq.—Deputy Chairman.

G. Ballou, Esq. A. J. Raymond, Esq. G. Goetz, Esq. R. Shewan, Esq. A. Haupt, Esq. N. A. Siebs, Esq. C. E. Lonsman, Esq. H. E. Tomkins, Esq. D. M. Nassim, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH

ACTING MANAGER: Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager. Hongkong, 16th February, 1907. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. 22

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

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INTIMATIONS

S. MOUTRIE & CO., LTD.

ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. 139



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

26, DES VUEX ROAD CENTRAL.
Hongkong, 18th January, 1907. 39

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905 £21,837,119.

I. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....887,500 0 0
II. FUND FUNDS.....3,388,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 11th July, 1906. 1349

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY.
OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO., Agents.
Hongkong, 13th August, 1906. 29

BOARD AND RESIDENCE

BOARD AND RESIDENCE

LARGE EXCELLENTLY FURNISHED BED-SITTING ROOM in Well Appointed House, Verandah, Bathrooms, Fine View. Offered to a Lady and Gentleman undisturbed of starting house keeping.
Apply—Care of "Daily Press" Office.
Hongkong, 9th January, 1907. 144

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.
Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Taag Yuen").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 8th February, 1907. 1751

NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 14th February, 1907. 399

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

The Steamship

"PRINCESS ALICE," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Feb., at 9.30 A.M.

All Claims must reach us before the 25th Feb., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., Agents.

Hongkong, 15th February, 1907. 5

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACE & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1907. 128

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, STRAITS, MALACCA, COA, & CANTON, and to receive and deliver perishable goods.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan Hongkong, 4th August, 1898. 8

MAIL TABLES FOR 1907.

"Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails."

Mounted on Card 30 Cents
On Paper 20
On Sale at the Hongkong Daily Press Office.
Hongkong, 20th January, 1907.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 732 feet.
Length on Blocks..... 714
Width of Entrance on Top..... 964
Width of Entrance on Bottom..... 884
Water on Blocks at Spring Tide..... 844

DOCK No. 1.

Extreme Length..... 623 feet.
Length on Blocks..... 513
Width of Entrance on Top..... 88
Width of Entrance on Bottom..... 77
Water on Blocks at Spring Tide..... 64

DOCK No. 2.

Extreme Length..... 571 feet.
Length on Blocks..... 534
Width of Entrance on Top..... 66
Width of Entrance on Bottom..... 53
Water on Blocks at Spring Tide..... 22

PATENT SLIP.

Suitable for vessels up to 1,000 TONS. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)
1175

NOTICE TO KOWLOON RESIDENTS

COTTON TRADE.

1906 AN OTHER FAVORABLE YEAR.

The staple industry of Lancashire has had another good year. Great activity prevailed in all sections of the trade; spindles and looms available worked at full pressure, and the production of yarn and cloth was greater than ever experienced.

The results declared during the last few days, were in spinning equal to those of 1905 which was a "record year," but in weaving from bought yarn producers made scarcely so much money as in the previous year.

Altogether, however, it may be recorded that cotton spinners and manufacturers have had for two years an unexampled period of prosperity. It need hardly be stated that employment for workpeople has been regular and wages higher than at any previous time in the history of the industry.

A marked feature has been the building of new spinning mills and weaving sheds. The subject is dealt with below, but it may be said here that, though there have been so many factories and weaving sheds erected, there are even in the New Year prospects for further extensions.

The trouble of finding workpeople is assuming a rather serious aspect. Already hands are scarce, and it is thought that by the end of June, 1907, the situation will have become acute. Owing to the Brooklands Agreement no further wages advance can be applied for until May next. But before then many things may happen, and it would be undesirable to anticipate any wages trouble.

In the meantime the proposal for adjusting wages according to the state of trade is still under consideration, but no progress worth naming has been made for some months past in the negotiations between the Federated Employers and the cotton workers.

RAW COTTON.

The year opened under rather discouraging conditions as to the supply of raw cotton. The season of 1906, so far as American descriptions were concerned, was a big crop year, the production being 13,556,000 bales, but the prospects of the season which ended on August 31st last pointed in January, 1906, to the yield being considerably less.

This, indeed, turned out to be the case, the output being only 11,319,000 bales. January, therefore, started with values on a high level, and the spot quotation in Liverpool was 6.24d. per lb., as compared with 5.77d. 12 months before. Prices soon fell away. Violent fluctuations occurred, for we find that the lowest point of the 12 months was on August 24th, when the quotation was 5.25d., and the highest on October 15, when it was 6.38d.

In the latter months of the year the outlook for the new season dominated the situation, and crop estimates were pretty much the same in the "record year" of 1904-5. Messrs. Neill Brothers, our leading authority, gave 13,000,000 to 13,500,000 bales, and though some other leading firms were hardly able to accept such large figures, at the close of the year, owing to favourable deliveries and receipts at the United States ports, there was a consensus of opinion in the trade that the yield would not be far off 13,000,000 bales.

The average price of middling American spot in 1906 was 5.55d. per lb., as compared with 5.69d. in 1905.

Egyptian cotton advanced at a greater rate than American. The year started with good fair Egyptian at 7.11d. and the price in June reached 10.1d., falling back to 9.2d. at the close of December. The crop was comparatively small—namely, 5,961,000 cantars, against 6,313,000 cantars in the year before.

The new crop is expected on all hands to be larger, the estimate of the Alexandria General Produce Association being 6,500,000 to 6,750,000 cantars, but the market is looking for 7,000,000 cantars. The average price of good fair Egyptian cotton last year was 9.4d., against 7.4d. in the year before. East Indian cotton also to supply was much the same as in the year before, but the prospects for the current season are very favourable, most authorities expecting a larger yield.

The average price of good Cochenille in 1906 was 4.11d. per lb., against 4.13d. in 1905. It will be seen that the supply of the raw material for this season will be greater perhaps than at any previous period, taking all descriptions into account. There will, therefore, be plenty of cotton to go round, though the consumption, not only in Lancashire but throughout the world, is greater than has ever previously been known.

DEMAND FOR YARN.

Yarn produced from American cotton was in healthy demand throughout the year. The margin of profit in January did not look very well; more yarn came upon the market, but new looms set to work more quickly than spindles, and by April a distinct change for the better was felt.

The output of the spindles was therefore fully absorbed by the looms, and soon afterwards yarn users found considerable difficulty in getting adequate supplies to the weaving sheds. This continued for the greater part of the rest of the year. The result was that spinners' margins widened while manufacturers found their weaving profit declining.

The yarn export demand continued good for nearly all our foreign customers. Yarn made from Egyptian and Sea Island kinds improved to a marked extent, the year closing with order lists in fine counts heavier and more remunerative than for a large number of years past. The year closed with spinners all round well sold, but there was a fear that the best had been seen as to profit margin. It was thought that in the New Year, when this point had fully to work, there will be more yarn available than is required for home use and export.

Our total shipments of yarn though smaller in December than was expected were in round figures for the year 207,000,000 lbs., as compared with 205,000,000 lbs. in 1905 and 164,000,000 lbs. in 1904. The Continent absorbed more of our yarn, as also did Russia and Japan. There was a falling off for China, Turkey, and Bombay.

CLOTH PRODUCTION.

In cloth it was a year of full production with a good margin of profit though the gain in the latter months of the year was smaller than in the earlier part of 1906, owing to the higher prices of yarn. At the close of the year a slackening off in the demand from abroad was experienced. Manufacturers found that to sell cloth and buy yarn meant in most instances a loss business there being scarcely any profit at all. Undoubtedly the year closed with a rather discouraging outlook for makers who consume bought cop-twist and wools.

Our exports were smaller in December but the total shipments for the year amount to 6,261,000,000 yards as compared with 6,197,000,000 yards in 1905 and 5,382,000,000 yards in 1904. A feature of interest was the large increase in our shipments of printed goods and also in dyed and coloured cloths. As a matter of fact, there was a decline in the exports of plain cloth, and a corresponding increase in the exports of dyed and coloured goods. A point of interest was the increased imports by Turkey, that country showing the largest increase of any of our outlets for the year—namely, 102,900,000 yards, the total export figures being 497,000,000 yards. Egypt took more and so did America, Australia, and the Cape Colony, as did also South Africa. The greatest falling off was to China, the decrease being 132,000,000 yards, the actual figures of export being 647,000,000 yards. (See "China's Trade in 1906," January 7th.) India took rather less, and so did Japan.

Thenumber of new looms prepared for work during the last two years amount in round figures to 8,000. The greater part of these are now running, but many weaving sheds are still in course of erection and machinery are very busy working overtime to supply the demand. These looms will cost upwards of £2,500,000 and will do work for about 30,000 workpeople. The new spinning mills in the same period amount to 13 and represent new spindles to the extent of 8,500,000. These will cost £12,000,000 and will do work for 21,000 workpeople. It may be stated that all kinds of cotton machinery are very much dearer to-day than they were two years ago, the general estimate being an advance of 20 per cent. While machinery has risen so much it is stated that the actual cost of building sheds and factories—bricks and mortar—does not show any serious advance.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share report dated February 16th, 1907.—Chinese New Year's festivities have interfered with the business of the week under review and very little indeed has been done. The sterling demand rate of exchange on London closed at 2 1/2 1/2 1/2, while rates on Shanghai are unchanged. Bursar in London is quoted 31 15/16, and Consols 237 1/16.

BANK SHARES.—Hongkong and Shanghai changed hands at the reduced rate of 3900, at which figure more shares can be placed; the London quotation is £108. Nationals are steady at 85.

MARINE INSURANCE SHARES.—A few North China sold at 8 1/2, but more are on offer. Other stocks under this heading are unchanged.

FIRE INSURANCE SHARES.—Hongkong changed owners at rates ranging between 370 and 385, closing with buyers at latter rate; China, after further business at 1100, sold at 890, at which rate sellers rule the market.

STRENGTH SHARES.—Hongkong, Canton and Macao have been done at 83 1/2, and they close steady at 83 1/2, the dividend of 81 per share paid on 12th instant. Indo-China found buyers at 83 1/2; the Shanghai rate is 71s. 6d., and London quotes 49.5s. 0d. Shell Transports have jumped to buyers at 33s., while London quotes 38s. 0d. Other stocks under this heading are unchanged.

REFINERIES.—Unchanged and without business except forced sales of China at 126 and 125.

MINEY SHARES.—Rauha have small sellers at 89 1/2, while Chinese Engineering and Mining Shares continue in demand in the north at 12 1/2.

DOCKS, WHARVES, GODOWNS, & C.—Hongkong and Whampoa Dock Company's shares sold and are wanted at 14 1/2. Hongkong and Kowloon Wharves changed hands and are offering at 84 1/2. Other stocks under this heading are unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares can be placed at 8107. Hongkong Hotels fetched 312 1/2, and Hongkong Hotels have been done at 311 1/2, the dividend of 50 cents per share paid on 11th inst. Shanghai Lands are quoted 116 for old and 115 for new issue. Other stocks under this heading are unchanged.

COTTON MILLS.—Woo are quoted 75, and International 65. Laya Kung Moons are quoted 135. Soreches have advanced to 410. Hongkong Cottons sold, and have further inquiries at 311.

SUNDRY MANUFACTURING COMPANIES.—China Light and Powers found buyers at 89 1/2, but further shares are on offer. Hongkong Electric changed hands at 13 1/2 and 13 1/2, and have sellers at latter rate. Green Island Cement Shares have been done and continue in request at 82 1/2. Lows are wanted at 82 1/2. Other stocks under this heading are unchanged.

MISCELLANEOUS.—China Providents fetched 83 1/2 and 83 1/2, and have sellers at the higher figure. Lungkats are quoted in Shanghai 115 205.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Macedonia left Singapore for this port on the 16th inst., at 1 p.m., with the outward English mails, and is due here on the 21st inst., about 10 a.m.

The N.Y.K. str. Kanama Maru (Australian Line) left Manila for this port on the 16th inst., and is expected to arrive here on the 18th inst.

The N.Y.K. str. Aikoku Maru (Australian Line) left Nagasaki for this port on the 15th inst., and is expected to arrive here on the 18th inst.

The N.Y.K. str. Shinano Maru (American Line) left Kobe via Moji and Shanghai for this port on the 15th inst., and is expected to arrive here on the 24th inst.

The East Asiatic str. Kina left Kobe on the 13th inst., and may be expected here on the 18th inst.

Abbey's Effervescent Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

Abbey's Salt, by making a bad Stomach good, keeps the whole system in perfect order.

Try Abbey's Salt, and you will probably regret you didn't know about it sooner.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

POSITION WANTED.

A CHINAMAN with Good Knowledge of Marine Insurance and Capable of Pushing Business WANTS A POSITION as NATIVE AGENT for an Insurance Co. Apply to—S. Y. No. 27, Des Vaux Road Central, 2nd Floor. Hongkong, 9th February, 1907. 368

STORAGE.
FOR COAL, TIMBER, & C.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32 on PRAIA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—GEORGE FENWICK & CO., LTD. Hongkong, 8th June, 1906. 1106

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

Safest and most Effective Agent for Regular Use.

MAGNESIA

BENGER'S

For INFANTS and INVALIDS.

Benger's Food with Milk forms a dainty, delicious, and most easily digested cream.

"Retained when all other foods are rejected." Benger's Food is sold in tin by chemists, etc., every where.

RACES 1907.

HEIDSIECK MONOPOLE CHAMPAGNE

Monopole.

Heidsieck & Co.

Tousseurs brevets de S.M. l'Empereur d'Allemagne. MAISON FONDÉE EN 1785.

Reims.

CARLOWITZ & CO. SOLE IMPORTERS.

Some of the Special Advantages possessed by

The Allenburgs' Foods

The Milk Foods closely approximate in composition to, and are as easy of digestion as Natural Milk. They provide a perfect diet for the formation of new flesh and strong bone.

The Milk Foods are absolutely free from any noxious germs, and hence are far superior to cow's milk as obtained in towns, especially in hot weather.

No diarrhoea, digestive or stomach troubles need be feared from the use of the "Allenburgs' Foods."

The "Allenburgs' Foods" are three in number, and are graduated as to provide the maximum amount of nourishment, that the child is able to digest at the period of life for which the foods are respectively recommended.

MILK FOOD No. 1.
For infants from birth to three months of age.

MILK FOOD No. 2.
For infants from three to six months of age.

MILK FOOD No. 3.
For infants from six months and upwards.

CLEANSE YOUR BLOOD WITH GRIMAULT & CO'S SASSAPARILLA

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAULT & CO. 116-1

NEW CARTRIDGES.

BY Popular English Manufacturers, in all Bore and Sizes. SMOKELESS POWDER and CHILLED SHOT. From No. 30 to 88SG. at 45, 47 and 49.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & CO. Hongkong, 26th October, 1906. 1324

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

From the University of Pennsylvania, U.S.A. Hongkong, 4th September, 1905. 1674

SIEN TING.

SURGEON DENTIST,
No. 10, D'ARIGULAR STREET.

TERMS VERY MODERATE. Consult

SHIPPING.

ARRIVALS.

ANGHIN, German str., 1,250, C. Kumpel, 15th Feb.—Bangkok 6th Feb. Rice.—Butterfield & Swire.

BONNHO, German str., 1,344, F. Sembill, 17th Feb.—Bangkok 12th Feb. Timber.—Molich & Co.

BOURBON, French str., 997, Le Bail, 16th Feb. Saigon 13th Feb. Rice.—Chinese.

DAKOTA, British str., 2,593, W. A. Ross, 17th Feb.—San Francisco 15th Jan. Kerosene Oil.—Standard Oil Co.

DENVER, British str., 1,562, J. Jenkins, 15th Feb.—Saigon 14th Feb. General.—Chinese.

FUKUSHU MARU, Japanese str., 1,900, Ito, 16th Feb.—Anping via Swatow 15th Feb. General.—Osaka Shosen Kaisha.

HAIMON, British str., 636, A. J. Robson, 17th Feb.—Fochow, Amoy and Swatow 16th Feb. General.—Douglas Lapsack & Co.

KUKIANG, British str., 1,223, Wavell, 17th Feb.—Shanghai 12th Feb. General.—Butterfield & Swire.

KORSHANG, German str., 1,292, Roefsky, 15th Feb.—Bangkok 4th Feb. Rice.—Chinese.

KOWLOON, German str., 2,326, H. Stehr, 16th Feb.—Saigon 11th Feb. Rice.—Siemens & Co.

MANILA, British str., 2,711, F. E. Andrews, 17th Feb.—Antwerp 31st Dec. General.—P. & O. S. N. Co.

NORONHA, Korean str., 800, P. Markussen, 15th Feb.—Wakamatsu 9th Feb. Coal.—Mitsui Bussan Kaisha.

PRESTON, British str., 1,096, J. H. Scott, 17th Feb.—Saigon 12th Feb. Rice.—Chinese.

PHU YEN, French str., 2,100, Bouisson, 15th Feb.—Saigon 11th Feb. Rice.—Bradley & Co.

PROTEUS, Norwegian str., 1,024, N. C. Krabbe, 17th Feb.—Bangkok 12th Feb. General.—Nippon Yusen Kaisha.

QUINTA, German str., 987, Fehrm, 17th Feb.—Saigon 12th Feb. Rice.—Siemens & Co.

RON, German transport, 3,700, G. Meiners, 17th Feb.—Brombechen and Wilhelmshaven 7th Jan.

SIXTA, German str., 992, Kraft, 17th Feb.—Saigon 12th Feb. Rice.—Siemens & Co.

SHOBU MARU, Japanese str., 989, M. Nomoto, 16th Feb.—Shanghai via Fochow, Amoy and Swatow 14th Feb. General.—Osaka Shosen Kaisha.

VARO, Norwegian str., 874, H. Brandt, 16th Feb.—Saigon 11th Feb. Rice.—Asgard, Thorsen & Co.

VICTORIA, Swedish str., 989, J. A. Hellberg, 16th Feb.—Saigon 11th Feb. Rice and Rice-flour.—Asgard, Thorsen & Co.

DEPARTURES.

BINH THUAN, French str., for Canton.

DORIC, British str., for Shanghai.

E. B. SUTTON, Amr ship, for Baltimore.

HAWOI, French str., for Kwangchow.

HINANG, British str., for Saigon.

HUNAN, British str., for Canton.

KOUN MARU, Japanese str., for Saigon.

LANDAU SCHIFF, German str., for Canton.

LE THIAN, British str., for Shanghai.

NORONHA, Korean str., for Canton.

QUART, German str., for Singapore.

SAMBIA, German str., for Saigon.

TINHOW, British str., for Saigon.

YUENHANG, British str., for Manila.

ZAFIRO, British str., for Manila.

CARL DIESBACH, German str., for Hainan.

DAKOTAH, British str., for Canton.

HATTAN, British str., for Coast Ports.

MARAN MARU, Japanese str., for Tamsui.

SHIPPING REPORTS.

The British str. Hattin reports: Moderate monsoon and cloudy weather.

The British str. Kuchang reports: Strong monsoon with high sea.

The Norwegian str. Varg reports: Five days from Saigon. First three days at calm, afterwards strong N.E. wind and cloudy.

The British str. Dakota reports: Strong westerly winds coming from San Francisco. Fresh N.W. winds from Shanghai. Passed a derelict junk off Dodd Island in lat. 24.36 N., long. 118.8 W., at 3 a.m. on the 15th inst.

VESSELS IN DOCK.

ABERNETHY DOCKS.—Kanchow.

KOWLOON DOCK.—Sorsong, Montague, Fronda, Z. Y. de Alcazar, Frits, Widenburg, Kuongchou, Emerance, Foun, Sophie, Prinz Sigismund.

COSMOPOLITAN DOCKS.—Peng Fui, Shantung, Tara Maru.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN." Captain Charbonnel, will be despatched for the above Ports on or about MONDAY, 18th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 13th February, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA." Captain T. H. Hide, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 23rd February at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "BATAVIA," 6,570 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 4th April, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th February, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	[PLAC] & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	—	—
LONDON &c. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide	—	—
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	—	—
MARSEILLES, &c. VIA PORTS OF CALL	TOURANE	French str.	—	Lancelotti	—	—
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Winnenberg	—	—
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	C. Mahrsch	—	—
HAMBURG & ANTWERP	GLENTHEBET	Ger. str.	—	R. Webster	—	—
HAVRE, BIRMINGHAM & HAMBURG VIA STRAITS, &c.	SAKONA	Ger. str.	k. w.	Sachs	—	—
HAVRE, BIRMINGHAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Russ	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	BERGARAVIA	Ger. str.	k. w.	Schulcho	—	—
MARSEILLES, HAVRE, CHAON & BALTIC PORTS	KINA	Dan. str.	—	—	—	—
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	—	v. Döhrren	—	—
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k. w.	Eller	—	—
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Blaffer	—	—
NEW YORK	MOSCOWITE CASTLE	Brit. str.	1 m.	—	—	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	2 m.	T. W. Garlick	—	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	Holman	—	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	TRIMONT	Am. str.	—	—	—	—
VALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	GLENFAR	Brit. str.	—	—	—	—
SAN FRANCISCO VIA PORTS	DAKOTAH	Brit. str.	—	W. von Sonden	—	—
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	McArthur	—	—
AUSTRALIAN PORTS VIA PORT DARWIN	EASTERN	Brit. str.	1 m.	C. Lindbergh	—	—
AUSTRALIAN PORTS VIA MANILA	KIKIANG	Brit. str.	—	Pander	—	—
—	THUPANA	Dut. str.	—	S. J. Payne	—	—
—	CHONGSHING	S. Brit. str.	—	W. P. Baker	—	—
—	KWONGSANG	Brit. str.	—	F. E. Andrews	—	—
—	MANILA	Brit. str.	—	Charbonnel	—	—
—	TONGHIN	Front. str.	—	M. Nemoto	—	—
—	SHOSHU MARU	Brit. str.	1 m.	Wavell	—	—
—	KIOWANG	Brit. str.	—	Colledani	—	—
—	VORWARTS	Aus. str.	—	A. Stewart	—	—
—	ARRATOUN AFCAR	Brit. str.	—	C. D. Bannett	—	—
—	MACEDONIA	Brit. str.	—	Russ	—	—
—	BRASILIA	Ger. str.	k. w.	—	—	—
—	PRINZ LUDWIG	Ger. str.	—	—	—	—
—	LIEBHA	Ger. str.	k. w.	—	—	—
—	FUKUSHU MARU	Brit. str.	—	G. Ito	—	—
—	HAIYUN	Brit. str.	2 h.	A. G. Robson	—	—
—	LOONGSANG	Brit. str.	—	A. G. Smith	—	—
—	ZAFIRO	Brit. str.	—	R. Rodger	—	—
—	TEAN	Brit. str.	1 m.	Sommerville	—	—
—	RUBI	Brit. str.	—	R. Almond	—	—
—	SUNGKIANG	Brit. str.	1 m.	J. Robins	—	—
—	KUMSANG	Brit. str.	—	E. J. Baller	—	—
—	GREGORY AFCAE	Brit. str.	—	E. H. Belson	—	—
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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, KOBE, MOJI and YOKOHAMA	MANILA	About 17th February	Freight and Passage.
SHANGHAI	MACEDONIA	About 22nd February	Freight and Passage.
LONDON, &c. via Usual Ports	DEVANHA	Noon, 23rd February	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 27th February	Freight and Passage.

Hongkong, 18th February, 1907.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 19th Feb., 4 P.M.
SHANGHAI	KIUKIANG	On 19th Feb., 4 P.M.
CEBU and ILOILO	SUNGKIANG	On 26th Feb., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN	On 8th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED MALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 14th February, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"SHOSHU MARU"	TUESDAY, 19th Feb., at DAYLIGHT.
• ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 20th Feb., at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th February, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDEB 11 days Across the Pacific to the "EMPIRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).		ARRIVE VANCOUVER.	
R.M.S.	Tons	LEAVE HONGKONG			
"ATHENIAN"	3,882	"	WEDNESDAY, 20th Feb.	...	16th Mar.
"MONTEAGLE"	6,163	"	WEDNESDAY, 27th Feb.	...	23rd Mar.
"EMPIRESS OF JAPAN"	6,000	"	THURSDAY, 14th Mar.	...	1st April
"TARTAR"	4,425	"	WEDNESDAY, 14th Mar.	...	20th April
"EMPIRESS OF CHINA"	6,000	"	THURSDAY, 11th April	...	29th April
"EMPIRESS OF INDIA"	6,000	"	THURSDAY, 25th April	...	13th May

"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW ENGLAND "EMPIRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262. Intermediate on Steamers, 240, " " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of March	JAPAN	First half of March
TJIBODAS	JAPAN	First half of March	JAVA PORTS	First half of March
TJILIWONG	JAVA	Second half of March	JAPAN	Second half of March
TJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 18th February, 1907.

Telephone No. 375.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
*SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAYERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHURST	WEDNESDAY 19th June
BOON	WEDNESDAY 3rd July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 27th day of FEBRUARY, 1907, at Noon, the Steamship "PREUSSEN," Captain C. Malmuth, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Feb., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR 281 0 0 232 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN, 91 0 0 83 0 0 83 0 0

AND HAMBURG 65 0 0 44 0 0 24 0 0

TO NEW YORK VIA SUEZ 84 0 0 44 0 0 26 0 0

VIA NAPLES, GENOA OR GIBRALTAR 115 0 0 78 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	SATURDAY, 29th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR," Captain W. von Benden, with Males, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO MANILA 350— 330— 320— return 281— 250—

TO NEW GUINEA 228— 218.10 214.00 return 242— 227.15

TO BRISBANE 230— 220— 214— return 254— 238—

TO SYDNEY 233— 223— 215— return 258.1 241.10

TO MELBOURNE 234.10 224.10 218— return 262.5 244.5

TO YOKOHAMA 380.00 360.00 340.00 return 3170.00 3120.

TO KOBE 395.00 370.00 350.00 return 3170.00 3120.

TO YOKOHAMA and back from KOBE 3140.00 3100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.

From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ... Wednesday, 27th Feb.

KOBE & YOKOHAMA ... 1st Class

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA ... 1st Class

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the G.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 262. 0. 0.

To Bremen 63. 10 0.

To Paris via Cherbourg 63. 0. 0.

To Naples, Genoa via Gibraltar 63. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., AGENTS.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON

Alicia, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Leatham, Hongkong.	Kinsla, river gunboat, 331 tons, Lieut.-Comdr. P. Crabtree, Shanghai.
Astraea, 2nd class cruiser, 4,360 tons, 19 guns, 7,900 h.p., Captain C. L. Vaughan-Lee, Manila.	Monmouth, cruiser, 2,590 tons, Capt. J. A. Tuke, Manila.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Shanghai.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, West River.
Brimart, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtze.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai.
Cadmus, British sloop, 1,070 tons, Comdr. B. E. Majendie, Shanghai.	Other, torpedo-boat destroyer, 350 tons, 6 guns, 6,200 h.p., Lt.-Comdr. Kidd, en route Hongkong.
Clio, British sloop, 1,070 tons, Comdr. C. D. Dindon, 1st class cruiser, 11,000 tons, 16 guns, 15,500 h.p., Capt. Empey, Hongkong.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Walcott, West River.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. Gresson, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. T. Alley, West River.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,900 h.p., Capt. Grant Dalton, Weihaiwei.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. T. J. S. Lyne, Yangtze.
Hamlyn, torpedo-boat destroyer, 290 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong.	Taka, torpedo boat destroyer, Hongkong.
Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. P. Henniker, Heaton, Hongkong.	Tanar, roving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong.
Jannu, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, en route Hongkong.	Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Secretan, on Yangtze.
Kent, cruiser, armed, 2,800 tons, 14 guns, 22,000 h.p., Captain S. Y. Yde Horsey, Manila.	Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. West, Yangtze.
King Alfred, British cruiser, 14,000 tons, Capt. Cecil F. Thurbay, Manila.	Vango, torpedo-boat destroyer, 360 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Stevenson, Hongkong.
	Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glenzie, Long Harbour.
	Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. E. L. Thomas, Hongkong.
	Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt.-Comdr. G. B. Spicer-Simon, Yangtze.
	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. J. Todd, Yangtze.
	Woodlark, gunboat, 15 tons, 2 guns, 550 h.p., Lieut.-Comdr. J. F. Knox, Yangtze.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON

THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,

To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

SABANG BAY

You will enjoy

your cocoa if you use

van Houten's

It is a pure soluble cocoa with a delicious natural flavour, and is as delightful to the taste as it is beneficial to health.

Best & Goes Farthest.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

The Company's Steamship

"VORWAERTS" Capt. Colledani, will leave for the above places on THURSDAY, the 21st inst. p.m.

For Freight or Passage, apply to SANDER, WYLER & Co., Agents, Prince's Building.

Hongkong, 15th February, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

The Steamship

"ARRATOON APCAL" Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 22nd inst., at DAYLIGHT.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th February, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

"GREGORY APCAL" Captain S. H. Deane, will be despatched for the above Ports on FRIDAY, the 22nd inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th February, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS SIEMSSSEN & CO., HONGKONG.

KWONG TAI LOY.

RAITAN FURNITURE, BAMBOO BLINDS, TIENSIN CARPETS, JAPANESE AND SHANGHAI SUN BLINDS, MATTING of all Colours and JAPANESE GOODS of all Descriptions. No. 16, QUEEN'S ROAD CENTRAL, HONGKONG.

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. Tonkin left Saigon on the 15th inst., at 4 p.m., for this port.

THE ENGLISH MAIL.
The P. & O. str. *Macedonia* left Singapore for
Aden, Suez, and Bombay, on the 18th inst., at 1 p.m., and is
due here on the 21st inst. at 10 a.m.

THE AMERICAN MAIL.
The Y.K.K. str. *Hongkong Maru* sailed from
Yokohama on the 15th inst., and is due to arrive
at this port via Manila on the 24th inst.

ENGLISH MAIL.
The str. *Gregory Apar*, from Yokohama, Kobe
and Moji, may be expected here on or about the
18th inst. at 11 a.m.

THE AMERICAN MAIL.
The str. *Gregory Apar*, from Calcutta, left
Singapore on the 13th inst., p.m., and may be
expected here on or about the 18th inst.

The Boston S.S. Co.'s str. *Tremont* arrived
at Manila on the 15th inst., a.m.

The A. L. str. *Voruerlo* left Singapore for

The N.Y.K. str. *Hakala Maru* (European Line) left Kobe via Moji and Shanghai for this port on the 9th inst., and is expected to arrive here on the 19th inst.

The str. *Albenga*, from New York, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

The H.A.L. str. *Brasilia*, from Hamburg
 left Singapore for this port on the 15th inst., at
 7 a.m. and may be expected here on or about
 the 21st inst., a.m.
 The N.Y.K. str. *Bombay Maru* (Bombay Line)
 left Bombay for this port on the 2nd inst., and
 is expected here about the 22nd inst.
 The Ind.-China str. *Albatross* left Calcutta for
 this port in the Straits on the 11th inst., and
 may be expected here on or about the 27th inst.

VISITORS AT HOTELS.
 HONGKONG HOTELS.
 Mr. P. R. Adams Mr. G. H. Innes
 Mr. & Mrs. J. Allan Mr. J. P. F. Joshi

Mr. H. G. Battiscombe	Mr. J. C. Joughin
Mr. R. B. Beattie	Mr. P. Kremer
Mr. Bernard	Mr. ' Krill
Mr. A. van Biervliet,	Mr. P. Kunze
(Vice-Consul for	Mr. P. Lehms
Belgium)	Mr. J. L. Lind

Miss Binney	Mr. & Mrs. V. Logan
Mr. & Mrs. N. F. Blanch	Mr. & Mrs. Longden
Mr. & B. Block	Mr. H. Mackenzie
Mr. & Mrs. O. V. Boyll	Mrs. Manville & ayah
Mr. & Mrs. W. W. Brewster & son	Mr. F. B. Marshall
Mr. F. G. Brighton	Dr. O. Marriott
Mr. & Mrs. L. Broughall	Miss K. A. Macey
Mr. & Mrs. Brewster	Mr. & Mrs. Mellican & child & ayah
Mr. L. F. Campbell	Mrs. A. C. Miller
Mr. A. Carter	Mr. S. Moore
Mr. H. E. Carter	Dr. and Mrs. W. B. A. Moore
Mr. & Mrs. T. H. M. Castle	Mr. O. Nordhorst
Mr. & Mrs. Miss Chanter	Mrs. and Mrs. K. H. Newburn
Major A. Chapman,	Mr. G. G. Newington
	Mr. H. H. Dietert
	Mrs. Nipm

Chatham	Mr. J. Percy
Miss Chatham	Mr. and Mrs. T. L. Perkins
Major A. A. Chichester, D.A.A.G.	Mr. L. D. Philpot
Mrs. A. A. Chichester	Mr. J. B. Picton
Mr. M. O. Clark	Mr. F. Polcock
Mr. and Mrs. T. W. Clarke	Mr. W. A. Powell
	Mr. C. M. R. R. R.

Mr. H. F. Colman	Mr. F. J. Gault
Mr. H. E. Colvin	Miss Reid
Mr. J. L. Connor	Mr. H. J. Reid
Mr. J. Coulthart	Mr. T. Riecken
Mr. A. H. Crook	Mrs. J. S. Roach & ch
Mr. A. C. Cruehbeck	Mr. J. S. Roach & ch

H. RUTTONJEE & SON.

40

ARRIVALS AT HOME.
Feb. 15th—*C. Ferd. Laviz, Flintshire, I*
mun, Hitochi Maru, St. Domingo.

ARRIVED.

Per *Anglin*, from Bangkok, Mr. U. R. Me
Per *Kyushu Mar.*, from Amoy,
Messrs. Hastings and Tondal.

Per *Roon*, from Bremerhaven, Ac. M.
Kretzer, Captn. Wasidio, Lieber, Graf Ber
dorf, Lieuts. Muhlmann, Meklenburg and T
Per *Kiungking*, from Shanghai, Mr. and M
Jordan and Mr. J. Christiansen.

Per *Hainan*, from Coast Ports, Mr. and M
Wallace, Mr. and Mrs. Hansen and child,
and Mrs. Forbes. Rev. Pere A. Douspis, M
B. Hemple and J. Grosvenor.

Bangkok, 17th Dec.

Dr. Abbott, Lieut. B. H. Fleming; from Singapore, Capt. and Mrs. J. B. Waddell, Miss Waddell; from Shanghai, Lieut. and Mrs. Broome, H. Vaughan-Smith, Miss Keogh, and Mrs. T. Greenwood; from Singapore, J. C. Tillee.

DEPARTED.

Per Princess Alice, for Shanghai, Messrs. A. Berchall, F. Urban, Bornar, Barel, G. Kestef, C. Fretsch, W. Kahler, Mr. and Mrs. Meyer, Mrs. Remedie and child, Mr. and Mrs. Nelson, Mr. and Mrs. Pratt and child; for Yokohama, Mr. and Mrs. Hankins and child, Mr. Messers. Goodwin, Feige, H. Koch, Mrs. Hall.

Per Doric, for San Francisco, 62, Rev. R. Alsop, Lieut.-Comdr. H. R. Alfred, U.S.N., Messrs. H. W. Waller, W. B. Parker and G. S. Cowden.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The M.M. str. *Tonkin* left Saigon on the 15th inst. at 4 p.m., for this port.

THE ENGLISH MAIL.
The P. & O. str. *Macedonia* left Singapore for this port on the 16th inst., at 1 p.m., and is due here on the 21st inst., about 10 a.m.

THE AMERICAN MAIL.
The P.K.M. str. *Hongkong Maru* sailed from Yokohama on the 15th inst., and is due to arrive at this port via Manila on the 24th inst.

MEMORANDUM.
The str. *Gregory Aparor*, from Yokohama, Kobe, and Moji, may be expected here on or about the 18th inst., at daylight.

The str. *Arratoon Aparor*, from Calcutta, left Singapore on the 13th inst., p.m., and may be expected here on or about the 18th inst.

The Boston S.S. Co.'s str. *Tremont* arrived at Manila on the 15th inst., a.m.

The A. L. str. *Vorsaele* left Singapore for this port on the 12th inst., and is expected to arrive here on the 19th inst., a.m.

The N.Y.K. str. *Hakata Maru* (European Line) left Kobe via Moji and Shanghai for this port on the 9th inst., and is expected to arrive here on the 19th inst.

The str. *Albanya*, from New York, left Singapore for this port on the 13th inst., and may be expected here on or about the 13th inst.

The Ben Line str. *Benguel*, from Antwerp and London, left Singapore on the 14th inst. for this port.

The H.A.L. str. *Brasilien*, from Hamburg, left Singapore for this port on the 15th inst., at 7 a.m., and may be expected here on or about the 21st inst., a.m.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 2nd inst., and is expected here about the 22nd inst.

The Indo-China str. *Kueisang* left Calcutta for this port via the Straits on the 11th inst., and may be expected here on or about the 27th inst.

VISITORS AT HOTELS.

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SHIPPING IN PORT

STEAMERS.

ALABAMA, British str., 1,263 D. O. Redding
13th Feb.—Salina Cruz 5th Jan.—China
Compt.—Melchers & Co.

ARABIA, German str., 2,867, H. Metzendorf,
15th Feb.—Portland 9th Jan., Flou.—
Portland & Asiatic S.S. Co.

ATHENE N, British steamer, 2,4 O. A. Cooper,
10th Feb.—Vancouver 12th Jan., General—
C. P. E. Co.

BINTU, British str., 2,009, Langlois, 13th
Feb.—Saigon 6th February, Rice.—
Bradley & Co.

CHONGSHING, British str., 1,256, S. J. Payne,
3rd Feb.—Saigon 28th January, Rice.—
Jardine, Matheson & Co.

CHIDDA, Norwegian str., 1,102, A. Aegensen,
11th Feb.—Bangkok 2nd Feb. and Strato
10th, General—Nippon Yusen Kaisha.

CHUYEN, Chinese str., 1,177, Stewart, 8th
February.—Shanghai 5th Feb., General—
Chinese.

CROISING, German str., 1,021, S. Simonsen,
11th Feb.—Bangkok 8th January, Rice.—
Boulogne & Co.

CROWTAL, German str., 1,115, W. Mollermann,
14th Feb.—Bangkok 4th Feb., Rice and
Wool.—Butterfield & Swire.

CORTIC, British str., 2,744, Dixon, 14th Feb.—
San Francisco and Shanghai 12th Feb.,
General—Boulogne & Co.

CYCLONE, British str., 5,747, J. Purford, 14th
Feb.—Singapore 8th Feb., General.—
Butterfield & Swire.

EXPRESS OF JAPAN, British str., 3,393, H.
Pybus, 13th Feb.—Vapourer & Shanghai
11th Feb., Mail & General.—C. P. R. Co.

EUTIN, German str., 1,100, J. Kayson, 11th
February.—Wai-ai-wei 6th Feb., General—
Jensen & Co.

FUKUKA MARU, Japanese str., 1,946, K. Mori,
14th Feb.—Moji 9th Feb., Coal.—Mitsui
Bussan Kaisha.

HAIFAN, French str., 377, L. Anderson, 11th
February.—New 10th Feb., Sugar and
Fig.—A. R. Marty.

HONGKONG, French steamer 742, E. Corail,
14th Feb.—Haiphong 12th Feb., General.—
A. R. Marty.

HUNAN, British str., 1,142, Packett, 15th Feb.—
Chinkiang 10th Feb., General.—Butter-
field & Swire.

KAMATA, Norwegian str., 949, S. Falkmann, 13th
February.—Wakamatsu 7th Feb., Coal.—
Mitsui Bussan Kaisha.

Melchers & Co.

PRINZ WALDEMAR, German str., 1,736, O.
Woltmann, 18th Sept.—Kobe 12th Sept.
Compt.—Melchers & Co.

PARADISE, German str., 687, H. Pahrom, 30th
February.—Dego 5th February, Salt.—
Siemssen & Co.

QUARTA, German str., 1,145, H. Maden, 14th
Feb.—Saigon 8th Feb., Rice.—Chinese.

RATHO, British str., 2,747, J. Thomson, 9th
February.—New York and Maula 6th Feb.,
General—C. P. E. Co.

SHANTUNG, British str., 1,855, J. Robinson,
2nd Feb.—Cheribon 10th Feb., General—
Sgar.—Butterfield & Swire.

SIMONIAN, Dutch str., 1,200, Zuiderhoofd,
11th Feb.—Samarang and Palo Laut 3rd
February, Sugar.—Chinese.

SKOLD, Norwegian str., 947, Olaf Oud, 13th
February.—Saigon 5th February, Rice.—
Aagaard Thorsen & Co.

SORONGON, American str., 428, Vitterin, 7th
Sept.—Manila 4th Sept., Ballast.—Order.

SUMA-MARU, Japanese steamer, 2,212, H.
Yamaguchi, 9th February.—Saigon 3rd
Feb., General—Gilmann & Co.

TEAN, British str., 1,546, A. Stammersville, 15th
February.—Manila 12th Feb., General.—
Butterfield & Swire.

TAT-YAMA MARU, Japanese str., 1,500,
Tajihama, 8th February.—Chefoo and Wei
Hai-Wei 3rd Feb., General.—Japanese.

TJILBA, British str., 2,475, P. J. v. Emme-
rick, 12th Feb.—P. J. v. Feb., Coal.—
Java, China-Japan Lijn.

TOGA MARU, Japanese str., 3,510, K. Kato,
10th Feb.—Shanghai 7th Feb., General.—
Nippon Yusen Kaisha.

TRIUMPH, German str., 678, J. C. Hansen, 10th
Feb.—Hongry 7th February, Coal.—
Jensen & Co.

YUNNAN, British str., 1,26 W. O. Jones, 13th
February.—Saigon 8th Feb., Rice.—Butter-
field & Swire.

SAILING VESSELS.

DEKASONT, British pilot, 1,670, W. McDermis,
12th Oct.—Manila 13th Sept., Ballast.—
Dowdell & Co.

PONAPPE, German sch., 224, H. Carstens, 31st
December.—Yap 29th December.—German
Consul.

PRINCE ROBEKE, barkentine, 472, A. R. Ander-
son, 18th Oct.—Manila 26th September,
Old Iron.—Order.

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